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HONGKONG, TUESDAY, OCTOBER 6, 1896.

日十三月八年申丙

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Minister of State for Finance, I have This
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Hongkong, August 10, 1895. 1895

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1st Grade American Bicycles.

"THE BELVIDERE" \$150. "THE CRAWFORD" \$120.
Weight only 21lbs.

FITTED with HARTFORD TIRES.

THE STANDARD TIRES in AMERICA.

DIAMOND PATTERN FRAME 1" DIAMETER TUBING; CONNECTIONS OF
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ON THE INSIDE WITH TAPERED PIECES OF
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20TH CENTURY LAMPS, CYCLOP LAMPS, CYCLOMETERS, BELLS, SADDLES,
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The best qualities of ASBESTOS and RUBBER GOODS for the very Highest
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The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

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"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks,
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W. BOFFEY & Co., TAILORS,

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Have an entirely New Stock of WOOLSES to suit the present and coming season,
consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS,
ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS
in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, September 21, 1895. 1907

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THE QUEEN OF TABLE WATERS.

First in Purity."

BRITISH MEDICAL JOURNAL.

"Has a charm which makers
of artificial aerated waters do not
even dream of."

MORNING ADVERTISER.

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From the Old Established Firm of

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Per cent. of 1 doz.

OLD TOM DRY 7.00

Telephones 75.

15, QUEEN'S ROAD.

Sots Agents, Galdbeck, Macgregor & Co.,
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HONGKONG HOTEL.

Most Central.

Most Convenient.

Most Comfortable.

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This METAL has the appearance of SILVER, very
easily cleaned, one quarter the price of ELECTRO-PLATE, and
wears White throughout.

Any Article made to order.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
HONGKONG HOTEL,

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Sole Agents,

1000 Aluminium and General Foundry Syn. Ltd.

THE HONGKONG BUTCHERY.

VEAL SAUSAGES,

25 CENTS

per pound.

J. TATAM,

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1705 PENINSULAR & ORIENTAL STEAM
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WILL despatch VESSELS to the Undermentioned PORTS on the DATES
named:—

FOR: STEAMSHIP. CAPTAIN. DATE.

LONDON, &c. R. H. COPE. ... Noon, 8th Oct.

JAPAN, ... Ferries. ... C. H. S. TORQUE, R.N. ... Noon, 9th Oct.

LONDON, ... J. CHELLOW, R.N. ... About 15th Oct.

SNEY, MURRAY & ADELAIDE. ... M. ... G. C. BRUNNIN, R.N. ... About 16th Oct.

SHAL, NAKI, KOB & YAMASAKI. ... T. LEIGH ... About 16th Oct.

THE CHINA MAIL.

A new iron bridge collapsed at Yokohama on the 26th September, and upwards of twenty are supposed to have been drowned. Mr Vladimir Blad was on the bridge at the time, but escaped injury.

On the 15th October a grand ballad concert is arranged to be given in aid of the funds of the Benevolent Society at the Mount Austin Hotel. The concert is to be held under the patronage of H.R.H. Sir William Robinson, K.C.M.G., Major-General Black, C.B., and Commodore Hollond, R.N. Full particulars will be seen in our advertisement columns.

As the outcome of the Japanese washermen's strike in Kobe, a laundry is to be started under European supervision. At the outset it is proposed to charge 2½ cents per piece, and when the success of the undertaking is assured to reduce the price to 2 cents per piece, or revert to the contract system at the option of the householder. Each householder will be provided with a washboard, and a separate basket, so as to ensure correct delivery to and from the laundry. A seamstress will be employed at the laundry. In Kobe to succeed where Hongkong failed?

In consequence of ~~under-duplicated~~, we offer a number of *Plans of Cost Price*, \$20.—W. Robinson & Co.

A Tokio telegram dated Sept. 28 states:—Li Hung-chang arrived at Yokohama at 1.50 p.m., yesterday, and at about 3 p.m. went on a launch to the steamer *Kwang-ki* specially sent by the Chinese Government to convey him home. Mr Hara Zenoburo, Chairman of the Yokohama Chamber of Commerce; Mr Otani Katsu, representative of the Japan Foreign Trade Society; Mr Watanabe Fukusawa, Chairman of the Yokohama Municipal Assembly; Mr Ikeda Kusao, representative of the Oriental Society, went aboard the *Kwang-ki* and extended a welcome to Earl Li. Count Sayama, President of the Oriental Society, Dr Ishiguro, the Army Surgeon-General, and Governor Nakano of Kanagawa also visited the Vicerey. The Empress sent Mr Sanomoto, assistant grand master of ceremonies, to the steamer *Kwang-ki* to welcome His Excellency. The *Kwang-ki* and Earl Li and his suite left Yokohama at 9 p.m. yesterday.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

LONDON, October 4.

TOUR OF THE TSAR AND TSARINA.

The Tsar and Tsarina have left Balmoral. The preparations which are being made in Paris for their reception are on an immense and splendid scale.

GERMANY AND THE ZANZIBAR PRETENDER.

The *Deutschland*, *Seal-Maid* *hove* *to* *conveyed* *on* *board* *a* *German* *war-ship* *at* *Zanzibar*, *in* *face* *of* *the* *vigorous* *protests* *of* *the* *British* *Consul*.

MACEDONIA.

A band of insurgents has attacked and annihilated a detachment of fifty Turkish troops in Macedonia.

(*El Comercio*.)

REINFORCEMENTS FOR THE PHILIPPINES.

Motilla del Palancar, Sept. 24, 1896.

It is probable that the next direct mail steamer will leave Barcelona on the 30th instant, taking on board the guns for the artillery battery, the force of cavalry and four hundred cases of cartridges for Mauser's rifles.

THE CUBA CAMPAIGN.

In Pinar del Rio, forty battalions will be collected shortly for the autumn campaign.

DETAILS OF REINFORCEMENTS FOR THE PHILIPPINES.

Sept. 25, 1896.

The battery of the mountain artillery being sent to the Philippines is composed of six Krupps of nine centimetres.

The Colonel of Cavalry, Leon Espain y Mera, has been ordered for the Philippines to organize a new cavalry regiment of natives.

The Minister of War, Sr. Alvarado, holds in readiness ten battalions more to be sent to the Philippines the moment General Elizalde asks for further reinforcements.

THE ASSAULT CASE AT DEEP BAY.

SINGAPORE TO BE PUNISHED.

Mr G. H. Pott, who was a member of the Hongkong shooting party assaulted by Chinese at Deep Bay (in the Canton River) a few weeks ago, has received another communication from the Colonial Secretary enclosing the following extract from a letter from H. M. Consul at Canton:

H. B. M. Consulate,
Canton, 26th Sept., 1896.

Sir.—In continuation of my despatch No. 107, of the 7th inst., I have the honour to inform you that I am in receipt of a despatch from the Viceroy enclosing the preliminary report of the Hsu-an Magistrate on Mr Pott's case, and stating that he has sent renewed orders promptly to punish the ring-leaders and to have the proclamation issued by H. E. A. orders in August last posted in all the Deep Bay districts.

From the Magistrate's report, it appears that, in consequence of the Viceroy's very stringent instructions, police were at once sent to the Niu-kuo village to find the ring-leaders and to arrest the ring-leaders.

Very, &c.,

(Signed) H. B. M. Consul,
Canton.

THE GALE.

Yesterday afternoon and throughout the night, a strong North-East to South-East gale was blowing over the Colony. Due warning had been given of the approach of the gale. From Manila on the 3rd Sept. the Spanish Consul was informed by wire that a cyclone of great violence was approaching the island of Luzon, between the parallels 16 and 17° lat., and its direction seemed to be from E.S.E. to W.N.W. On Sunday noon an express was issued from the Observatory forecasting a heavy gale yesterday, and intimating that at 10.30 a.m. on Sunday the typhoon centre was near to and likely to pass to the south of Hongkong. On Sunday afternoon at 4.20 o'clock the red drum was beaten intimating the typhoon was without the three hundred miles limit to the East of the Colony. Yesterday morning at half-past four o'clock the heavy approach of the typhoon was signalled by the sound of the black drum. As the morning awoke it was evident the Observatory's forecast was likely to be realized. There was a gathering sky and an almost dead calm, which are the inevitable signs of a typhoon in the vicinity.

The approach of a heavy N.E. to S.E. gale was signalled at twenty minutes past seven o'clock by the gun at Tsimshatsui firing one round. It was afterwards proved that ample warning had been given to allow of the craft in the harbour making for places of safety. A constant stream of sampans and large boats was kept up till nearly nine o'clock in the direction of the shelter at Causeway Bay. Before midday the merchant steamers in the harbour had steamed off to the storm anchorages at the back of Stonecutters' Island and Kowloon Bay. The *Ingraham*, *Chusan*, *Shantung*, *Triumph* and *Methilde* sought shelter behind Stonecutters' and the *Himlung*, *Taito*, *Yangching*, *Osborne*, *Tanasi*, and *Esmeralda* were moored in Kowloon Bay anchorage. At ten minutes past ten o'clock the black cone was hoisted, and thirty minutes later the Observatory notice gave the centre of the typhoon about 200 miles to the S.E. of Hongkong, moving to W. N. W. The men-of-war lay at the anchorages, and the *Repose* which had anchored outside the harbour all day on Sunday came in during the morning and took up her moorings at the men-of-war anchorage. All the sailing ships in the harbour stood out the storm at their anchor.

About one o'clock the wind commenced to blow, first of all in short gusts, and during the afternoon the harbour became somewhat choppy. About half-past four o'clock all traffic had been stopped on the harbour, with the exception of the Kowloon ferry service which was stopped at a quarter to five o'clock. The wind lulled somewhat after six o'clock, although a squall was running in the harbour.

Throughout the night the storm raged steadily, and there were some very sharp and typhonic gusts of wind, more particularly towards morning, and forecasts of rain fell. This morning the black ball was hoisted intimating the typhoon was to the west of the Colony. To-day a strong gale has been blowing from an easterly direction, and there has been an almost continual downpour of rain. The Empress of China entered by the Lyman Pass about eight o'clock this morning, and immediately anchored in Kowloon Bay.

The storm did not in any way affect the running of the trawlers, which were running yesterday till the usual hour, quarter past eleven at night.

The damage done by the gale in the Colony appears to be comparatively slight. The waves washed over the Praia Wall, and inundated the roadway in some parts, but practically no damage was done. On the beach which was inundated the Praia Wall was sunk. A few street lamps were blown out during the night, but there are no reports of breakages. At the Peak the scaffolding was blown down from the Hotel. The bamboo bridge at the Victoria Recreation Club has been slightly twisted, the mat roofing having been taken off the bathing shed it has withstood the gale.

Amongst Kowloon residents there was considerable dissatisfaction this morning over the ferry launch service. Through the kindness of Mr E. Hornbeam and Captain Brown, of the Godown Company, the Company's launch *Kowloon* made two trips to Hongkong in the morning, and one gentleman was indignant to find an arrival at Jardine's Wharf at East Point, where the water was as smooth as a millpond, that two Star Ferry launches were lying there, and the crowds quietly absorbing their morning trice. The ferry launches, we understand, did make one or two trips during the early morning, but from a quarter to nine o'clock till a quarter past ten o'clock, when upwards of twenty Kowloon residents were waiting at the godown for a launch to take them across to business, no ferry launch put in an appearance. The Godown Company again came to the rescue, and took over a small party, landing them at East Point Wharf, but the majority of the Kowloon residents did not come over to Hongkong because the ferry launches had not put in an appearance there was no knowing that they would be able to return to their homes. The general feeling was that, considering there was absolutely no risk in crossing the harbour for several hours in the morning when business people usually come across to Hongkong, the proprietor of the launches ought to have kept on the regular run, and it was even impossible to run to the New Territories. There was undoubtedly no ill-will on the part of the Godown Company, but the general feeling was that, considering there was absolutely no risk in crossing the harbour for several hours in the morning when business people usually come across to Hongkong, the proprietor of the launches ought to have kept on the regular run, and it was even impossible to run to the New Territories. The Godown Company was not the leader of the party to which I am attached, but he has spoken out like a true British statesman.

At General Booth's first meeting in Melbourne one of the reporters for an evening paper rose to leave the hall with his copy. "Brother," cried the General, "you'll be damned if you never come back!" "I'll be damned if I don't," was the reply. "But the Lord is greater than the subalterns," said the General gravely. The audience burst into a roar of laughter. At this time the reporter went

A JAPANESE JOURNALIST'S FIRST IMPRESSIONS.

FROM HONGKONG TO SUZU.

Several months ago there passed through Hongkong on a trip round the world two Japanese journalists, Mr Y. Fukai and Mr J. Tokutomi. Mr Y. Fukai had courses on his "first impressions" of the voyage from Hongkong to Sase in that enterprising Japanese monthly publication, "The Far East."

Sailing westward on a trip round the world I have just arrived, for the first time, at a continent other than that adjacent to the Land of the Rising Sun. Before passing the canal and proceeding to the heart of the civilized world, I look back for a moment to review what I have seen, heard, and experienced that far on my way. I have visited Hongkong, Singapore, Penang, and Colombo, the latter spent in each port ranging from two days to one week. As might be imagined, all these places have interested me exceedingly. Some of the things I have seen have been quite new and surprising; others have been known and expected; some have been quite familiar. In what I have called the struggle with the Chinese have a good opportunity offered the cheap life and property are well protected, and their religions and customs are not interfered with at all, except so far as may be required by sanitary considerations. No wonder, then, that the Chinese have poured into British colonies like ocean currents, and that they are acknowledged as the best labourers that can be desired. In what I have called the struggle with the British there is a marked contrast of the Chinese and the British. The Chinese are appreciable and malignant, the British are benevolent and magnanimous. The Chinese are the labouring population of two of the most important British colonies. This calls back to mind another set of facts which struck me not less than the predominance of the Anglo-Saxon race—I mean about the prospect of the Chinese as an industrial and commercial race. Thus are the best labourers under the sun, beyond question. But are they not more than this? They must not be too much depreciated because they are extremely divided in some parts of the world and have been recently "vanquished" in arms by the Japanese. It is, however, the fulfillment of the prediction by Lord Wolseley that the Chinese may sometime become a warlike and conquering race has come to seem a little doubtful; but by observing their conditions in the aforesaid colonies it seems to me that their possibilities are by no means confined to swamping the world with cheap labour.

The Rev. Dr Charles Pearson, in his forecast of the state of the civilized nations, mentioning the effect of the pressure of the Chinese upon higher races, lays special stress upon the tremendous possibilities of the Chinese; but, if I remember correctly, he takes into consideration chiefly their material qualities, such as vigorous reproductive power, low standard of living, capacity to work in any climate and under any conditions, &c. These qualities are of course seen in the highest relief in their nature, and they do not constitute a great part of their strength. Nevertheless, I think there are also certain mental qualities of the Chinese which are worthy of careful notice. My opinion is that the Chinese are decidedly different from the other so-called labourers. They are very poor and stupid. Between Yunnan and Mactang it bears unimpeachable evidence of the ravages of the Mahomedan rebellion. The opening of Mactang has had a marked influence upon trade. Instead of going by the West River, as formerly, the exports, principally tin and opium, are sent down by the Red River. The French are making strenuous endeavours to secure the trade of the district, but though there is a good deal of outward little profitable commerce seems to fall to them. In Yunnan two shops for the sale of French goods have been opened by nominal Christians, and a passenger and two day-travellers plying between Mactang and Laozi. These are heavily taxed.

In the first place, they have a wonderful power of overcoming the difficulties of nature, and of this Hongkong furnishes one of the best illustrations. Some years after its annexation to Great Britain, Hongkong was reported to be absolutely unsuitable for the inhabitation of white men, and there was even reason to believe that it would be abandoned forever; but the tenacity of purpose characteristic of the British people got the upper hand of the short-sighted judgment of certain weak individuals, and the result is that a rocky, but sheltered, island inhabited only by a few natives has been converted, in the course of a few decades, into the most flourishing commercial emporium in the Far East. New-street was left unturned, and the building continued daily in the direction of Novocastor, Cavite, Manila, and Bocour from Porta Vaga battery, the Cavite arsenal and its town, as well as the towns of Balinas and Rosario; the rebels returned the fire with impunity.

They were at last put to flight.

On the 23rd September the Winthrop and Krupp guns in the battery of Hongkong, moving to W. N. W. The men-of-war lay at the anchorages, and the *Repose* which had anchored outside the harbour all day on Sunday came in during the morning and took up her moorings at the men-of-war anchorage. All the sailing ships in the harbour stood out the storm at their anchor.

The Chinese merchants in Cavite are to defray the expenses for providing the horses for the Volunteer Corps formed by the *Repose*, and have presented the Corps with their uniforms.

Telegrams received from the provinces of

Balangas and Laguna say that the troops had an encounter with the rebels in the town of Talisay, causing great loss to the rebels and dispersing them completely. In that town, as well as in the town of Tay, Lian and Colamba, tranquillity has been restored.

On the 20th Sept., in Nueva Ecija, a body of civil guard, while in the course of their duty in the town of Calasiao, was attacked by a group of fugitive rebels, and in the attack several of the rebels were placed in *hondo de codo*.

The a.m. Sungking on being released from quarantine, on the 23rd Sept., was

hurried by two Spanish officers with orders from the Captain of the Port to search for two persons, named Vicente Cobos and A. M. Navarro, from America, who were suspected to be in league with the rebels. These men were found on the vessel, and were conveyed under arrest ashore. At the harbour-office, on their being led ashore, a revolver and some documents were found.

THE DECLINE OF BRITISH TRADE.

Sir C. E. Howard Vincent, M.P., has addressed a letter to Mr C. Wilson, M.P., in reply to his recently circulated statement of his views as to the cause of the decline of British trade, which he attributes to the Merchant Marks Act.

Sir H. Vincent remarks that to say that the Merchant Marks Act, as in force, is responsible for the decline of British trade is to commit a gross injustice.

A newspaper which issued a special communication on the subject found that "The Merchant Marks Act is simply a dead letter, as only

the packages containing the wares, and not

each individual specimen, are stamped as

German made.

The Merchant Marks Act is inoperative.

"Made in Germany" is true in

itself, but it is not a true statement of

the facts, as it is not an intermediate

stage of manufacture.

The writer considers that the responsibility

regardless of altered circumstances.

He continues: "You find freight low and

unremunerative because foreign Govern-

ments give bounties to their ships which

are not given to ours.

It is not the fault of the party to which

I am attached, but he has spoken out like

a true British statesman.

It is to be regretted that the Chinese

are not as yet fully developed.

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Intimations.

Rainier Beer! Rainier Beer!

Rainier Beer!!



A GOOD THING TO HAVE ON HAND.

Those who have tried it are now our Patrons. Are you one of them? If not, why not?

Join the band wagon and be "in it."

TRY IT! TRY IT! TRY IT!

A GRAND AND NOBLE MALT TONIC IS

RAINIER BEER.

SEATTLE BREWING & MALTING CO.,
HONGKONG BRANCH,F. BISHOP,
Acting Manager.

11933

Intimations.
NEW VICTORIA HOTEL.
ROTISSERIE.
Meats à la Carte.
CHOPS, STEAKS, etc., etc., in any
time, between 7.30 a.m. and 11.30
p.m.
Monthly Boarders at Moderate Rates.
Mader & Farmer,
Proprietors,
Hongkong, September 3, 1890. 1786

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed
HOTEL, situated at a height of 1,250
feet above sea-level, has just been thoroughly
re-decorated, renovated and re-furnished,
and a NEW WING has been built, which
commands magnificent Views of the Har-
bour and mainland of China.

SPECIAL SUMMER RATES.
(From 1st April to 31st October).
One person, per day ... \$ 4.00
One person, per month ... \$75 to 90.00
Married couple (occupying one
room) per day ... 7.00
Married couple (occupying one
room) per month ... 150.00
Married couple (occupying two
rooms) per month ... 170.00
Extra Bedroom, per month \$40 to 60.00
For further Particulars, apply to

THE MANAGER,
New Victoria Hotel.
Hongkong, April 4, 1890. 725

THOMAS'S GRILL ROOM.

THIS Establishment has undergone
some extensive alterations. The DINING
ROOM, being now upstairs, and a Largo
BILLIARD ROOM (having Two NEW
BROUARD and WATTS' TABLES) being added
to the Hotel.

A French Chef having been engaged the
Cuisine will be second to none.

Rooms for PRIVATE DINNERS, 50 Cents.

Entrances—Ice House Lane, Queen's
Road, and Duddell Street.FREDERICK BISHOP,
Manager,
THOMAS'S GRILL ROOM.WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-Class Accom-
modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendant.

Favourable Arrangements made for
Families and for Monthly or Extended
Periods.

P. BOYD,
Proprietor and Manager.

Hongkong, November 24, 1890. 1007

BAILOR'S HOME
A NEW Out-of-Country Books, or
of the Chinese, West Point.
A Chinese Home of Entertainment.

Price, 50 Cents.

Insurances.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1890,

£12,453,151.

Authorized Capital ... £3,000,000.00

Subscribed Capital ... £2,750,000.00

Paid-up Capital ... £887,500.00

Fire Funds ... £2,691,016.2.9

MAJINE INSURANCES.

Canton Insurance Co., Ltd.

China Traders' Insurance Co., Ltd.

North-China Insurance Co., Ltd.

Strata Insurance Co., Ltd.

Union Insurance Society, Ltd.

Yangtze Insurance Association, Ltd.

CHINA FIRE INSURANCES.

China Fire Insurance Co., Ltd.

Hongkong Fire Insurance Co., Ltd.

DOCK INSURANCES.

Hongkong & Whampoa Dock Co., Ltd.

STEAMERS.

China and Manilla Co., Ltd.

Douglas Steamship Co., Ltd.

H.K. C. and M. Steamboat Co., Ltd.

Indo-China S. N. Company, Limited.

China Mutual S. N. Co.

DOCKS.

HONGKONG & WHAMPoa Docks Co., Ltd.

STEAMERS.

China Sugar Company, Limited.

Luzon Sugar Company, Limited.

WHARVES.

H.K. & Kow. Wharf & Godown Co.

Wanchai Warehouse and Storage
Company, Limited.

LAND AND BUILDING.

Hongkong Land Investment and

Agency Company, Limited.

Kowloon Land and Building Com-

pany, Ltd.

Humphreys' Estate & Finance Co.

West Point Building Co., Limited.

H.K. High-Level Tramways Co., Ltd.

TRADE.

Jelobu Mining & Trading Co., Ltd.

Putjion Mining Co., Ltd.

SOCIÉTÉ FRANÇAISE DES CHARBON-

MAGS DE TONKIN.

NEW BALMORAL GOLD MING CO., LTD.

KUB AUST. GOLD MINING CO., LTD.

OLIVAN FREEHOLD MINES, LTD.

PLANTING, ETC.

CHIN-BOOM COMPANY, LTD.

H. G. BROWN & CO., LIMITED.

HONGKONG HOTEL COMPANY, LTD.

DISPENSARIES.

A. S. WATSON & CO., LIMITED.

DAKIN, CRICKSHANK & CO., LTD.

GREEN ISLAND CEMENT CO., LTD.

MISCELLANEOUS.

BELL'S ASBESTOS INSURANCE AGENCY.

ID.

CAMPBELL, MOORE & CO., LIMITED.

GEO. PEWICK & CO., LIMITED.

HONGKONG BAKERY & FARM CO.

HONGKONG DAIRY FARM CO., LIMITED.

HONGKONG ECO. MANUFACTORY CO., LTD.

HONGKONG FABRIC SPINNING AND WEAV-

ING CO., LTD.

INTERNATIONAL COTTON MANUFAC-

TURING CO., LTD.

LAU-KUNG-MOW COTTON SPINNING

AND WEAVING CO., LTD.

CAMBRIE & CO., LTD.

SOP CHAS COTTON SPINNING CO., LTD.

* Founder's share.

SHARE LIST—QUOTATIONS—OCTOBER 6, 1890.

Stocks. No. of Shares. Value Paid-up. Closing Quotations, Cash.

BANKS.

Hongkong and Shanghai Bank Corp.

Bank of China & Japan, Limited

Bank of China, Ordinary

Bank of China, Deferred

National Bank of China, Limited

MANUFACTURERS.

CANTON INSURANCE CO., LTD.

CHINA TRADERS' INSURANCE CO., LTD.

NORTH CHINA INSURANCE CO., LTD.

UNION INSURANCE SOCIETY, LTD.

YANGTZE INSURANCE ASSOCIATION, LTD.

FIRE INSURANCES.

CHINA FIRE INSURANCE CO., LTD.

HONGKONG FIRE INSURANCE CO., LTD.

DOCK INSURANCES.

HONGKONG & WHAMPoa Docks Co., Ltd.

STEAMERS.

CHINA SUGAR COMPANY, LIMITED.

Luzon Sugar Company, Limited.

WHARVES.

H.K. & Kow. Wharf & Godown Co.

WANCHAI WAREHOUSE AND STORAGE
COMPANY, LIMITED.

LAND AND BUILDING.

HONGKONG LAND INVESTMENT AND

AGENCY COMPANY, LIMITED.

KOWLOON LAND AND BUILDING CO., LTD.

HUMPHREYS' ESTATE & FINANCE CO.

WEST POINT BUILDING CO., LIMITED.

H.K. HIGH-LEVEL TRAMWAYS CO., LTD.

TRADE.

JELOBU MINING & TRADING CO., LTD.

PUTJION MINING CO., LTD.

SOCIÉTÉ FRANÇAISE DES CHARBON-

MAGS DE TONKIN.

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KUB AUST. GOLD MINING CO., LTD.

OLIVAN FREEHOLD MINES, LTD.

PLANTING, ETC.

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GEO. PEWICK & CO., LIMITED.

HONGKONG BAKERY & FARM CO., LTD.

HONGKONG DAIRY FARM CO., LIMITED.

HONGKONG ECO. MANUFACTORY CO., LTD.

HONGKONG FABRIC SPINNING AND WEAV-

ING CO., LTD.

LAU-KUNG-MOW COTTON SPINNING

AND WEAVING CO., LTD.

CAMBRIE & CO., LTD.

SOP CHAS COTTON SPINNING CO., LTD.

* Founder's share.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *b*, near the Kowloon shore *k*, and those in the body of the Harbour *c*. Shipping or midway between each shore are marked *e*, in conjunction with the figures denoting the section.

Section.	1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.	9. From Kowloon Island to North Point.
3. From Jardine's Wharf to the Harbour Master's Office.	10. Kowloon Wharves.	11. Jardine's Wharf.</td